

C-3.0 CONTRACTOR-FURNISHED EQUIPMENT

C-3.1 General

The Contractor shall provide all the vehicles, equipment, tools, supplies, services, and other items as may be specified and necessary for the normal and continuous safe operation, maintenance, and inspection, calibration and upkeep of the equipment identified herein. All tools, equipment, instruments, devices, parts, and supplies not otherwise specified as Government furnished but directly or indirectly called for within this contract or references cited shall be provided by the Contractor.

C-3.2 Vehicles

The Contractor shall provide the vehicles necessary to meet the workloads identified herein within the response times outlined in Section C-2.2.2 for the petroleum related operations specified. All Contractor vehicles and components thereof shall be maintained in a fully serviceable condition by the Contractor and shall be fully capable of safely performing the tasks for which they are designed. Vehicles provided to an activity at contract start shall not be replaced or removed from the base without written notification to and approval by the Government. Standby vehicles, which are not specified or required herein, but presented for use on station, shall pass all inspections applicable to the equivalent type of equipment provided under this contract.

C-3.2.1 Prime Mover, Trucks and Tractors

Trucks and tractors provided under this contract shall not be more than eight (8) model years of age the start date of the contract. Truck and tractor chassis shall be of a standard, first class commercial design equipped and sized to tow/carry the payload to which it will be subjected. Subject to the minimum cargo tank capacity set forth in Section C-3.2.2.1.1, loading on any axle or set of axles shall not exceed the manufactures gross vehicle working rate (GVWR)/limitations. The Contractor shall provide manufacturer/builder certifications for components that can be loaded beyond observed tag/label weights. Equipment required for use or travel off station shall be properly licensed or permitted and loaded to comply with all federal, state, and local highway/road use laws, regulations, and code. Except as specifically modified herein, each truck/tractor shall be configured and maintained to meet the requirements set forth in 49 CFR, Chapter III, Federal Highway Administration, Department of Transportation, Subchapter B, Federal Motor Carrier Safety Regulations, Part 393, Parts and Accessories Necessary for Safe Operation. All tractors of the same class shall be interchangeable with all trailers of the same class without modification to the tractor or trailer.

C-3.2.1.1 General

The Contractor shall maintain trucks and tractors so that entry of carbon monoxide and noxious fumes into the vehicle cab is minimized. Rubber boots around pedals and levers shall be in tact and tight fitting. Grommets in holes through the firewall shall fit snugly. Holes in the floor panels, firewall, or elsewhere within the cab shall be repaired/closed. Heater and fresh air intakes shall be remote from the exhaust discharge. Exhaust systems shall be inspected and repaired or replaced as necessary. Engine oil and fluids shall be controlled (leaks repaired) so as to prevent the spillage of fluids anywhere.

C-3.2.1.2 Radios

The Contractor shall provide the appropriate number of radios (fixed or intrinsically safe portable/hand held) as described in Section C-3.4. The ignition system of all vehicles shall be equipped with resistors or other devices designed to minimize radio interference.

C-3.2.1.3 Electrical Wiring and Lights

All wiring beyond the rear of the truck or tractor cab shall be of adequate size to provide the required current-carrying capacity and mechanical strength. It shall be mounted to provide protection from physical damage and contact with spilled fuel by being enclosed in a metal conduit or an other oil-resistant protective covering. All circuits shall have over-current protection. Junction boxes shall be weatherproof.

C-3.2.2 Refuelers, General

Contractor provided refuelers (fuel-servicing trucks/trailers configured to issue filtered product, and defuel and filter product being returned to the cargo tank) shall meet the specifications outlined herein. The design and construction of new refuelers shall be such that the cargo tank meets DOT 406 specifications; however, cargo tanks built to MC 306 specifications are acceptable. Refueler components shall be applied in accordance with the most current edition of NFPA 407, Standards for Aircraft Fuel Servicing. Should a conflict between specifications arise, the more stringent requirement shall apply. All components, except the PTO drive mechanism and the tractor to trailer electrical, air, and hydraulic lines, shall be contiguous to the cargo tank/frame (semi-trailers), or the entire prime mover/refueler shall be a cargo motor tank. A hydraulic cooling system, if installed, may be tractor or trailer mounted. Regardless of the refueler/truck configuration, all connections, i.e., recirculation, bottom loading, defuel stub, overfill protection devices, grounds, deadman controls, or otherwise shall be located on the left, the drivers side, of the vehicle.

NOTE

Refuelers configured with permanently installed tank to tractor--tractor to tank product transfer hoses or belly hoses, will not be considered for use under this contract.

NOTE

This specification identifies the requirement for refuelers configured to defuel. How equipment is designated and used will be as mutually agreed upon by the Contractor and contracting activity.

C-3.2.2.1 Cargo Tank

All cargo tanks shall be constructed of aluminum or stainless steel. New tank construction shall conform to DOT 406 specifications as outlined in the CFR Title 49, Transportation; however, used cargo tanks constructed to MC 306 specifications are acceptable. Unless specified otherwise herein, the provisions of 49 CFR 178 and the most current subpart applicable to specification DOT 406 and MC 306 apply. Furthermore, all referenced guidelines for the construction, use of materials, inspections, certifications, marking, and stamping of cargo tanks or components thereof, also apply. The cargo tank shall be one compartment with the appropriate baffles. Each baffle shall be open at the baffle/tank top to allow venting between all baffled areas at the 600 GPM fill rate. Openings at the baffle bottom/tank floor shall allow the flow of lading to the tank suction point at the 300 GPM issue rate. The entire tank shall drain completely to a low point. The tank shall be designed so that all portions are accessible for inspection, cleaning, and maintenance. Each cargo tank shall be marked with a specification and nameplate as outlined in 49 CFR 178. In addition, 49 CFR, Part 180, Subpart A, General, and Subpart E, Qualification and Maintenance of Cargo Tanks shall apply.

NOTE

MC 302, 303, and 305 specification cargo tanks will not be considered under this contract.

C-3.2.2.1.1 Cargo Tank Capacity

Cargo tanks provided shall have a **minimum capacity of 8,000 gallons** plus the appropriate expansion space; however, at least one truck shall have a **maximum capacity of 5,000 gallons** plus the appropriate expansion space. Unless specified otherwise, cargo tanks shall be filled to capacity. Loading on any axle or set of axles shall not exceed the manufactures gross vehicle working rate (GVWR)/limitations. The Contractor shall provide manufacturer/builder certifications for components that can be loaded beyond observed tag/label weights. Equipment required for use or travel off station shall be properly licensed or permitted and loaded to comply with all federal, state, and local highway/road use laws, regulations, and code.